Isiah Leggett, County Executive

KEEPING MONTGOMERY MOVING

Arthur Holmes, Jr., Director, MCDOT

MCDOT NEWS

News from the Montgomery County Department of Transportation, Division of Highway Services

Twinbrook Parkway Paving Project

Project to Begin May 3, 2010; Includes Road Milling and Paving.

PURPOSE

This newsletter is to inform you of the upcoming road repairs and resurfacing of Twinbrook Parkway, from Veirs Mill Road (MD 586) to the CSX Rail Road Bridge. This pavement system preservation project employs long term strategies to preserve and enhance the physical and operating conditions of the roadway system as it exists and will produce a system serviceable for many years. This project falls under the County's Primary/Arterial Roadway Resurfacing Program.

BACKGROUND

The Montgomery County Department of Transportation's (DOT) Division of Highway Services (DHS) maintains over 5,085 lane miles of streets and highways in the county's transportation system. As part of our pavement system preservation efforts, DOT initiated a new Pavement Management System in 2008. At that time, DOT concluded a complete condition inventory of all County roads, identifying and rating the condition of each. This new system has enabled the development of County-wide road resurfacing schedules based on a formula based objective rating system coupled with budgetary parameters.

SCOPE OF PROJECT

Overall, pavement conditions of Twinbrook Parkway were generally rated as fair, with some areas described as needing more attention. This rating meets the criteria for Primary/Arterial Preservation using hot mix asphalt (HMA) overlay.

PROJECT WORK PLAN

Generally, the work will proceed as follows:

1. Conduct survey — DOT inspectors will identify areas of pavement that, prior to resurfacing, may require full depth asphalt patching of the pavement or other repairs.

Typical paint markings.

2. Full Depth Patching – Full depth patching restores the pavement's structural integrity and capacity to support vehicle loads. The areas of distressed pavement marked by the DOT inspectors is removed and replaced by new pavement. The final paving of the road will cover these patched areas.

Typical milling operation

3. Pavement milling, edge and full width - Edge milling/grinding off the edges of the existing pavement near curbs and driveways allows the new pavement to match the level of the existing curbs, etc. In this case, the entire surface of the roadway will be milled off to a depth of 1"-2" to restore the proper highway cross-section to improve rideability and drainage. The new pavement will provide a smoother ride and assure positive drainage.

4. Utility Adjustments - Sewer and storm drain manholes, water valves and gas valves, and other underground utility access covers need to be elevated to the same grade as the proposed pavement; usually 1" to 2". During construction activities, all utility surface adjustments will be maintained by the placement of temporary HMA ramps until placement of final paving occurs.

5. Crack Sealing - An additional step may be necessary to clean and seal large cracks that may not require full depth patching. A flexible filler material is injected into the cracks, filling voids and preventing water damage.

6. Paving with hot mix asphalt - is delivered to the site in dump trucks. The hot material is transferred into the hopper of an asphalt paving machine such as the one depicted in the photo. The paving machine places the hot asphalt in a uniform thickness and provides initial compaction. Following placement, steel wheeled rollers complete the compaction effort until field testing indicates that all relevant specifications have been met.

Typical asphalt paving operation

7. Replace roadway lane markings - Permanent lane markings, if existing prior to paving, will be remarked after paving operations.

SCHEDULE

The project is expected to start on or about May 3, 2010 and will be completed within approximately four weeks; weather permitting.

IMPACTS

This project will require construction activities during normal working hours (9am to 4pm) and at night. Pavement milling (grinding) and utility adjustments will occur during daylight hours as traffic is maintained through the site. Due to the logistical requirements of the paving operation, final paving will take place during off-peak hours; generally between 8pm and 6am.

Continuous traffic will be maintained at all times utilizing lane closures and/or alternating one-way traffic patterns. However, minor traffic delays may be experienced as flaggers manually direct traffic safely through the construction zone. Street paving will necessitate temporary lane closures and temporary parking restrictions. Signs will be posted identifying such restrictions. Access to residences will be available at all times, however minor delays may be experienced as workers restrict traffic from freshly placed hot mix asphalt.

Generally speaking this work is best characterized as noisy and disruptive. However, DOT and its contractors will take all necessary steps to mitigate any inconveniences this work may cause.

Quality control for the entire project will be managed by County inspection staff to ensure that the project meets County specifications.

Thank you for your cooperation and patience as we work to improve Twinbrook Parkway for residents and users.

MONTGOMERY COUNTY, MARYLAND
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NOTICE OF TWINBROOK PARKWAY PAVING PROJECT

SAFETY NOTICE

Please drive gently and safely through the work site and kindly remember that while repair work is underway personnel and construction vehicles will be moving around the site. Some materials may be stored in the area. Please use caution when walking or driving through the construction zone. Children may be attracted to the noise and machinery, so we ask that you please keep all children under close supervision at all times, even after the work is completed for the day. Also, please follow the direction of flaggers and temporary signs and traffic control devices. We appreciate your patience and cooperation while we make these much needed improvements to the infrastructure.

IMPORTANT MCDOT CONTACTS

Project Manager:

James Kisner 240-777-7631

Program Contractor:

M. Luis Construction 410-545-0641

DHS Customer Service Center:

240-777-6000 FAX: 240-777-7670

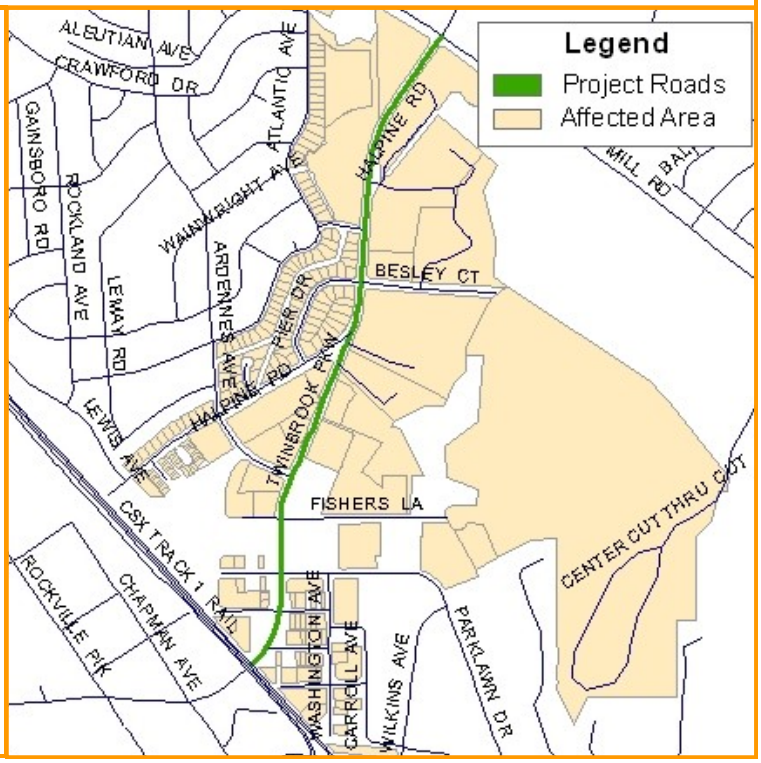
DHS Email:

mcdot.highway@montgomerycountymd.gov

Web site:

http://www.montgomerycountymd.gov/hwytmpl.asp?url=/content/dot/highway/index.asp

On the map, click on the **Bethesda Service Area**, where information is available describing the roadway evaluations and repair processes.



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